British Waterways

RESTORATION WATERWAY MAP

British Waterways
Willow Grange
Church Road
Watford
WD17 4QA
United Kingdom

T +44 (0) 1923 201120
F +44 (0) 1923 201400
E enquiries.hq@britishwaterways.co.uk
www.britishwaterways.co.uk

Discover the best of the UK's waterside with Waterscape.com

This document is printed on Greencoat Plus paper. The paper is 80% recycled, 20% pulp from sustainable sources and totally chlorine free. The paper has been awarded the NAPM and Eugropa recycled marks and is printed using soya based inks.
Designed and produced by dauntler.bottrill June 2004.

British Waterways

WATERWAYS 2025

OUR VISION FOR THE SHAPE OF THE WATERWAY NETWORK

CONTENTS

- Introduction 2
- Benefits of Waterway Restoration and Creation 2
- Recent Projects 3-4
- Waterway Restoration Today 5
- How Does BW Assess the Restoration Projects it will Support 5
- Assessment Process 5
- Assessment Criteria 7
- The Projects BW will Support 7
- Realising the Vision 9
- Appendix 11-28
  - Rationale
  - Map

Waterways 2025 – the British Waterways vision document is also available at http://www.britishwaterways.co.uk/waterways2025

INTRODUCTION

British Waterways (BW) cares for and manages a 2,000-mile nationwide network of canals and rivers. We are a public corporation sponsored by the Department for Environment, Food and Rural Affairs in England and Wales and the Enterprise, Transport and Lifelong Learning Department in Scotland. We also work closely with the Department of Economic Development and Transport in Wales. We work in partnership with private companies, local authorities, voluntary groups and other government agencies. Together we ensure that our inland waterways are appreciated and enjoyed by all, now and for many years to come.

Our vision is that by 2012 we will have created an expanded, vibrant, largely self-sufficient BW waterway network used by twice as many people as in 2002. It will be regarded as one of the nation's most important and valued national assets. Visitors will be delighted with the quality of the experience and as a consequence many will become active participants.

This document explains how we will seek to expand our network by encouraging waterway restoration and creation. There are currently more than 100 restoration and development projects of varying sizes and at different stages of completion. We would like to help all of these projects but this is impractical given our limited resources. We have therefore decided to focus our efforts on a number of projects which, in our judgment, are likely to contribute the most to our own waterways. We have prioritised these projects, but this should not be taken to suggest that those which are a lower priority for us, or which are not mentioned, are less important or worthwhile. Each, in varying ways, is capable of delivering benefits to local communities and the wider inland waterway system.

BENEFITS OF WATERWAY RESTORATION AND CREATION

The restoration to navigation of canals and rivers has 'revitalised key parts of the country's transport and industrial heritage, generated jobs and development and increased opportunities for leisure, recreation and tourism'.
Waterways for Tomorrow (2000)

Canals make a significant contribution to the Scottish economy. They provide a valuable local amenity and resource for education, recreation and tourism as well as acting as a catalyst for change and creating the opportunity for renaissance for many communities. ***Scotland's Canals – An Asset for the Future (2002)***

There are 5,400 miles of inland waterway in Britain and BW is responsible for 2,000 miles of them. Over 30 navigation authorities – some public bodies and others private – manage the remaining waterways.

Governments in Westminster and Edinburgh want to increase the economic and social benefits generated by waterways through their development and restoration.

Waterways for Tomorrow, the government's policy document setting out its proposals for the future of English and Welsh inland waterways recognises the benefits of restoring disused waterways to navigation; this has 'revitalised key parts of the country's transport and industrial heritage, generated jobs and development and increased opportunities for leisure, recreation and tourism.'

In 2002 the Scottish Executive published *Scotland's Canals –An Asset for the Future*, the first ever policy document for Scotland's canals. This document recognises the impact that the restoration of the Scottish canals can have.

Government encourages navigation authorities to form partnerships with the public, private and voluntary sectors to achieve waterway restoration. It has issued guidance to protect the lines of disused waterways proposed for restoration, and to ensure that navigable crossings are provided when new roads are built across these waterways. Regional Development Agencies, the lottery and local authorities have all been generous and enthusiastic funders of waterway restoration schemes in the past. They will continue to be the main source of funds for future restoration schemes. This level of support for restoration hugely encourages navigation authorities and volunteers, putting an onus on us to be clear as to our policies and priorities.

RECENT PROJECTS

The last few years have seen much work carried out to restore the nation's derelict waterways. Restoration of all, or most of, six major waterways (Huddersfield Narrow, Rochdale, Kennet & Avon, Chesterfield, Forth & Clyde and Union canals) has been completed; a new navigation (Ribble Link) has been created; and a major structure (Anderton Boat Lift) has been restored to working order. 220 miles of navigable waterway has been added to the nation's infrastructure. As part of these projects BW has also created three tourist attractions: Standedge Visitor Centre, Anderton Boat Lift Operations Centre and The Falkirk Wheel. The experience gained from these projects and the perception of their success is proving a powerful driver for further restoration schemes.

All of these projects have brought benefits to their local areas and the communities that they serve. Here we list the key benefits that the Kennet & Avon, and the Forth & Clyde and Union canals restoration schemes have provided.

KENNET & AVON CANAL

Connecting the River Thames at Reading with the Bristol Avon west of Bath; the project to restore the Kennet & Avon was completed in December 2002.

Benefits

Access to Heritage
161 listed structures are now being preserved.

Learning & Skills Development
An education pack that ties in with the national curriculum has been produced and job opportunities have been created for people with learning disabilities.

Environment Opportunities
A habitat for water voles, frogs, kingfishers, owls and dragonflies has now been awarded the Rolls Royce Award for Engineering in the Natural Environment at the Engineering Council's 2001 Environment Award for Engineers.

Quality of Life
There are now 87 miles of fairly flat towpath, some of which is part of the Sustrans national cycle network.

Boosting Local Employment
Restoration has supported the creation of 413 new jobs locally (180 new tourism and leisure jobs plus 233 new development-related jobs) and 80% of leisure and tourism businesses have had an increase in turnover over the last three years, with 46% reporting an increase in staff.

Regeneration
£350 million has been invested in 23 commercial developments, with 18 on brownfield sites.

Visitors
7.7 million trips each year have been made and spending is up 20% from 1995 to £26 million pa.

Derelict Caen Hill Flight, Devizes, in the 1980s

The restored Caen Hill Flight, summer 2002

THE FORTH & CLYDE AND UNION CANALS – THE MILLENNIUM LINK

Reconnecting Glasgow and Edinburgh and coast to coast across Scotland. The project known as the Millennium Link was completed in May 2002.

Access to Heritage
The Forth & Clyde and Union canals are Scheduled Ancient Monuments and they now have a secure future, along with the historic structures and buildings which make up the unique waterway environment.

Learning & Skills Development
357 person/months of training were provided during construction and over 20 young people were employed under the government's 'New Deal' scheme. 35 local people were trained under the Glasgow North Canal Employment Scheme to carry out environmental and access improvements.

Environment Opportunities
Over 120 hectares of adjacent land have benefited from environmental improvements, and a sheltered habitat for endangered species like otters, water voles and bats and one of the world's rarest plants – Bennett's Pondweed has now been provided. Breeding swans have returned to the canals and in Edinburgh 800 trees have been planted by school children.

Quality of Life
There is improved access and facilities for people who are disabled, elderly or have restricted mobility.

Boosting Local Employment
Within the next five years over 1,000 additional jobs are expected to be supported through increased tourism and recreation activity, together with associated business development.

Regeneration
Over 50 development projects are stimulating wider economic regeneration in the canal corridor from the major rebuild of Edinburgh Quay in central Edinburgh, to an arts and learning centre in Kirkintilloch.

Visitors
The target figure of 3.5 million additional visits each year has already been achieved and spending from additional visitors is estimated at £1.4 million.

The Forth & Clyde Canal under construction

The opening of the Forth & Clyde Canal

WATERWAY RESTORATION TODAY

The desire to restore waterways is strong and there are currently more than 100 projects of different sizes and at different stages of progress. Each has the potential to bring a variety of benefits to the local community and the waterway system as a whole. Partnerships between the voluntary sector, local authorities, BW and other navigation authorities have achieved a great deal in the past. However, competition for funding has become fiercer. While we would like to help every project we feel it is right for us to focus our efforts on a number of projects which can contribute the most towards enhancing our network having taken into account potential availability of funding, as well as the benefits the schemes can deliver for users, local economies and people, and the environment.

HOW DOES BW ASSESS THE RESTORATION PROJECTS IT WILL SUPPORT?

The Assessment Process

We have assessed restoration projects against a series of criteria (see assessment criteria page 7) and tempered this by what we think might realistically be achieved within a 20-year time horizon. A team comprising BW managers, with expertise in restoration and regeneration, economic development, engineering, heritage & environment and marketing, reviewed the documents listed below and made an initial outline assessment of the schemes. After this initial assessment, a more detailed screening of the most promising schemes was carried out.

The documents reviewed were

Inland Waterways Amenity Advisory Council (IWAAC): *A Second Waterway Age – Review of Waterway Restoration and Development Priorities (2001)* This document reviewed progress of over 100 restoration schemes in the United Kingdom, listing projects in terms of how advanced they were in achieving their restoration goals.

Association of Inland Navigation Authorities (AINA): *A Vision for the Strategic Enhancement of Britain's Inland Navigation Network (2001)* This strategic look at the waterway network by AINA identified projects which would open up broad trunk navigable routes connecting the main river estuaries in England.

British Waterways (BW): *Unlocked & Unlimited –Waterways: A Link to the Future (2002)* Following the successful completion of a number of major canal restoration schemes in 2001-2002, BW published its plans for a further round of restorations schemes.

The Assessment Criteria

These criteria assess the three broad areas of relevance to BW:

- need
- sustainability
- network

Need

Economic – the impact of the scheme in terms of employment and other economic activity, taking account of the need for economic regeneration of the local area.
Social – the potential impact of the scheme in terms of promoting social inclusion and community capacity building in the vicinity of the waterway, taking account of need (as measured by the Index of Multiple Deprivation).
Market – the potential use of the waterway by boating and towpath visitors and opportunities for creating new business enterprises.
Local support – the degree of local authority, community and waterway interest group support for implementing the project.

Sustainability

Financial – the potential availability of funding both to implement the scheme and for managing the waterway afterwards. We wish to ensure that no additional long-term financial liability to BW will arise from schemes.
Environment & Heritage – the degree to which the scheme will benefit, secure, or at least have limited adverse impact upon the natural environment, cultural heritage and landscapes of the waterway.
Technical feasibility – the degree of difficulty for implementing the project from an engineering, water supply and land assembly perspective.

Network

'Pressure valve' – the degree to which opening up the waterway will relieve pressure on recreational resources (including other waterways) in the vicinity.
Network extension – the degree to which the canal extends or links up parts of our network.

THE PROJECTS BW WILL SUPPORT

Through our assessment process, we identified 18 schemes that might be completed within the 20-year horizon which we decided we wished to support. Detailed assessments and a map showing the identified schemes are contained as an Appendix to this document.

The 18 schemes, which we believe might be completed by 2025, are shown on this page and overleaf.

Ashby Canal
Re-opening the final stretch of canal from the current terminus at Snarestone to Measham and ultimately Moira.

Bedford & Milton Keynes Waterway
Construction of a new broad waterway, linking the Grand Union Canal at Milton Keynes with the River Great Ouse near Bedford.

Bow Back Rivers
Restoration of a network of canals and river channels, adjacent to the Lee Navigation and at the centre of London's biggest regeneration project.

Cotswold Canals
Restoration of the Stroudwater Navigation and Thames & Severn Canal across the Cotswolds, linking the River Thames with the Gloucester & Sharpness Canal.

Droitwich Canals
Restoration of the Droitwich Barge & Junction Canals, linking the Worcester & Birmingham Canal with the River Severn through the town of Droitwich.

Fens Waterways Link
Creation of a broad beam link between the River Witham near Boston and the River Great Ouse at Ely, via the Rivers Glen, Welland and Nene. The Link would involve making the Forty Foot Drain navigable between the Rivers Witham and Glen and creating a new link between the Rivers Welland and Nene.

Grantham Canal
Restoration of the Grantham Canal between Grantham and Nottingham, including the construction of a new link to the River Trent.

Opposite: The Falkirk Wheel, Scotland

Lichfield Canal
Restoration of the Lichfield Canal between the Coventry Canal and the under-used northern Birmingham Canal Navigations. This will form the first stage of creating a new canal network in the region through providing a further link to the Staffordshire & Worcestershire Canal by restoring the Hatherton Canal.

Liverpool Link
Creation of a canal link across the Pier Head area in Liverpool between the South and North Docks complexes, thus linking the South Docks with the canal network via the Leeds & Liverpool Canal

Manchester, Bolton & Bury Canal
Linkage of isolated in-water stretches of canal between the River Irwell in Salford and the towns of Bolton and Bury.

Monmouthshire & Brecon Canal
Restoration of the southern section of the canal from its current terminus near Pontypool to the Usk estuary at Newport.

Montgomery Canal
Completion of the restoration of the Montgomery Canal, from Frankton Junction (Llangollen Canal) to near Newtown.

Northern Reaches, Lancaster Canal
Restoration of the Lancaster Canal from its current terminus at Tewitfield to Kendal, providing a new water link to the Lake District.

River Carron Navigation
Canalisation of a short stretch of the River Carron near Grangemouth in Scotland to improve access to the eastern end of the Forth & Clyde Canal.

River Leven
Securing navigation on the River Leven between Loch Lomond and the River Clyde, Scotland.

St. Helens (Sankey) Canal
Restoration of the St. Helens Canal between the River Mersey near Widnes and St. Helens, with the possibility of linking to the Leeds & Liverpool Canal.

Wendover Arm
Restoration of the canal link between the Grand Union Canal main line and the town of Wendover in Buckinghamshire.

Wiltshire & Berkshire Canal
Restoration of the canal link between the River Thames at Abingdon and the Kennet & Avon Canal near Melksham via Swindon. The scheme will include restoration of the North Wiltshire branch, which will connect the main line of the canal near Swindon with the restored Cotswold Canals in the vicinity of the Cotswold Water Park.

In addition, we identified three other schemes that would contribute significantly to the wider waterway system, but either have lesser relevance to BW or have major technical/ funding issues that still have to be resolved. This makes their completion within the timeframe much more uncertain. These are:

Slough – Windsor Link
Construction of a new short canal link between the River Thames at Windsor and the Slough Arm of the Grand Union Canal.

Higher Avon Extension
Making navigable the upper stretch of the Warwickshire Avon between Stratford-upon-Avon and Leamington Spa, providing a link between the River and the Grand Union Canal at Leamington.

Wey & Arun Canal
Restoration of the canal link between the River Wey (and ultimately the River Thames) and the Sussex coast at Littlehampton via the River Arun.

REALISING THE VISION

British Waterways:
- is committed to waterway restoration
- takes a long-term view of waterway restoration
- will focus its resources and efforts strategically
- will keep its strategic vision under regular review

Despite considerable support for waterway restoration, the process of turning the vision of a waterway restoration into a completed reality can be lengthy.

It is also true that circumstances surrounding a project can change significantly for better or worse over the 20-year timescale we are considering. Nevertheless, given our current knowledge and the scale of effort needed to complete projects of this kind, we believe it is important to focus our resources.

Using our assessment criteria which takes account of the current feasibility and complexity of undertaking works and the likely availability of funding, we have grouped the projects we wish to support into three broad priority levels. The Priority One schemes confirm our view of 'Tranche Two' announced in *'Unlocked and Unlimited'* with the exception of Foxton Inclined Plane. We have now begun the redevelopment of Foxton and we feel it is more relevant to consider the Inclined Plane as a heritage/development project, rather than a restoration or new link scheme (given that the canal at Foxton is already fully navigable). We plan to develop the site as a visitor destination.

We know that each of these projects will only be delivered in partnership with others. For each of our Priority One projects we will set ourselves targets and regularly review progress against key objectives.

We recognise that circumstances change. For example there is currently growing interest in funding for the Bradford and the Grantham canals. Some Priority One projects may fail to achieve key objectives over time and some projects from Priority Two or from elsewhere may become more feasible.

There are many projects, which after this analysis, we have not included in our priority listings. We do not want to discourage the advocates of these projects because we are committed to waterway restoration. Whilst we cannot spread our scarce resources to give them significant assistance, we will try to offer informal advice and ideas wherever this can be helpful.

Priority One projects are therefore those which appear to us to deliver the greatest benefit to our network and have the greatest chance of funding. We will concentrate our resources in helping to develop, promote and facilitate these projects. Our input will reflect the level of support and commitment from other supporters and funders and therefore may fluctuate from time to time.

PRIORITY ONE
Ashby Canal (to Measham)
Bedford & Milton Keynes Waterway*
Bow Back Rivers
Cotswold Canals (Phase One)
Droitwich Canals
Fens Waterways Link
Liverpool Link
Manchester, Bolton & Bury Canal
Montgomery Canal
Northern Reaches, Lancaster Canal
River Carron Navigation

PRIORITY TWO
Ashby Canal (to Moira)
Cotswold Canals (Phase Two)
Grantham Canal
Lichfield Canal
Monmouthshire & Brecon Canal
River Leven
St. Helens (Sankey) Canal
Wendover Arm
Wiltshire & Berkshire Canal

PRIORITY THREE
Slough – Windsor Link
Higher Avon Extension
Wey & Arun Canal

*Currently, it is proving difficult to achieve the necessary levels of funding needed for the construction of the Bedford & Milton Keynes Waterway. We are committed to supporting it, and it will remain a Priority One project. We will endeavour to ensure the line of the canal is safeguarded by planners in the hope that funding can be generated.

Opposite: Banbury, Oxford Canal

APPENDIX

Rationale for schemes selected

The Appendix sets out the rationale for selecting the 18 schemes BW wishes to support. A map follows the rationale and shows the 18 schemes alongside the existing waterway system.

In the following tables:
- The criteria number refers to the assessment criteria used to select schemes
- Impact refers to the degree to which the scheme fulfils the relevant assessment criteria on a scale of High (H) Medium (M) Low (L)

ASHBY CANAL

CRITERIA	IMPACT	NOTE
NEED		
Economic	M	Locally important for the regeneration of a former mining area.
Social	M	In an area of deprivation.
Market	M	Relatively low boating density on immediately adjacent navigable section of the Ashby Canal (c3,000 movements per year). However its restoration will lead to more boats travelling to head of navigation because of the extended cruising opportunities and will create opportunities for developing moorings on the re-opened length. Potential for links to National Forest and other local attractions in the area.
Local support	H	Considerable local support.
SUSTAINABILITY		
Financial	H/M	Not in a development area, but strong support from local interests. Restoration to Measham likely to go ahead in short term; extension to Moira will be longer term.
Environment & Heritage	M	Opportunity to create new wetlands and enhance biodiversity on restored length. However re-opening may lead to increased boat traffic through the SSSI section of the existing cruiseway.
Technical feasibility	H/M	No insuperable engineering constraints.
NETWORK		
Pressure valve	L	Limited impact on other waterways (excluding existing Ashby cruiseway) anticipated.
Network extension	L	Local extension of navigation only.

BEDFORD & MILTON KEYNES WATERWAY

CRITERIA	IMPACT	NOTE
NEED		
Economic	M	Major population growth area as indicated in Sustainable Communities for the South East. Potential for new waterway related tourism particularly linked to a landmark structure at Brogborough Hill. Opportunity for flood and drainage attenuation, water sales and waste transfer particularly from Milton Keynes.
Social	M	New local recreation resource created. Relatively low deprivation in vicinity (wards within 2 miles – 55% mean corridor IMD %age rank; 2 wards in top 20% most deprived in England). Potential ethnic minority involvement (1991 census: 7% of 2 km population catchment, particularly in Bedford).
Market	H	High boating density on adjacent stretches of Grand Union Canal (c9,000 movements per year). 1,000 BW boat owners live within 40 miles. Potential to reverse falling boat numbers on Gt.Ouse / Fens waterways in recent years. Medium local population within 2 km catchment (1991 census – 57,000), but population is set to expand significantly. New water-based tourist attraction for the area, linking country parks etc. Potential to develop major tourist attraction along the route.
Local support	H	Strong community and local and regional political support. Tested by a Citizen's Jury in 2002. Active local Trust.
SUSTAINABILITY		
Financial	L	If constructed as an integral part of the residential expansion - demonstrable ability to deliver higher densities. However, currently support from developers is proving difficult to achieve.
Environment & Heritage	H	Opportunity to provide for significant mitigation for proposed major residential and transport infrastructure development as well as past and current landfill operations. Opportunity to create new wetland habitats through sound environmental management. Potential to create heritage for the future, through visionary visitor attraction. Integration with residential expansion has the potential to promote high quality design and a linear park for the enjoyment of existing and new communities.
Technical feasibility	M	No insuperable engineering constraints – however costs high particularly due to need to go under the M1 and cross Brogborough Hill. Land purchase required, but canal will count as public open space within developments.
NETWORK		
Pressure valve	H	Relief of boat traffic pressures on northern Grand Union. Creation of new marina development opportunities.
Network extension	H	Opens up the waters of the East of England to the canal system. Complementary to the proposed Fens Waterway Link.

BOW BACK RIVERS

CRITERIA	IMPACT	NOTE
NEED		
Economic	H	High unemployment in the corridor (wards within 2 miles: 7% mean corridor employment IMD %age rank; 47 wards in top 20% most deprived in England). High regeneration potential, given proximity to Stratford Channel Tunnel Rail Link, Crossrail, Newham's Arc of Opportunity and The Golden Triangle (Canary Wharf/Wood Wharf-Stratford City-Royal Docks). At the heart of plans for the 2012 Olympic Games and Thames Gateway. UDC lead development of the area. Opportunities for new waterway-related tourism businesses. Potential for freight use - construction materials and waste by water.
Social	H	Within area of high deprivation (wards within 2 miles – 6% mean corridor IMD %age rank; 50 wards in top 20% most deprived in England). Essential ethnic minority involvement (1991 census: 35% of 2 km population catchment.). Significant positive impact on existing communities and emerging new communities resulting from extensive housing development and employment opportunities in the area. Will provide new public access and green space in areas currently with low provision.
Market	H	Low levels of boat traffic on adjacent waterways (c1-2,000 boat movements per year). Opportunities to develop moorings in area of high demand. Large local population catchment within 2 kms (1991 census – 305,000), suggesting local use of the restored network would be high. Potential tourist destination as area is redeveloped – linking with other tourism venues in east London. Excellent proximity to public transport allows for high quality mixed use development.
Local support	M	Local support, including local authority, Lee Valley Regional Park Authority and business, environmental and boating interests. Now recognised as a strategic requirement for the wider regeneration of the area adjacent to Stratford City and for the London 2012 Olympics bid. Strategic support from LDA, including Mayoral commitment to restore the network within The London Plan.
SUSTAINABILITY		
Financial	H	LDA and ODPM priority area – strong likelihood of funding. HLF-probable interest derived from historical context of network and, importantly, the social agenda. Improved opportunities available through planning gain.
Environment & Heritage	M	Links to historic features of the area eg. Three Mills. Full environmental assessment essential. Significant opportunities for habitat improvement and increased biodiversity
Technical feasibility	M	Restoration feasible and all in BW ownership. However, flood management and environmental issues must be addressed through design development.
NETWORK		
Pressure valve	M	Limited need to reduce navigational pressures on neighbouring waterways. However will provide opportunities for developing much needed additional moorings in London.
Network extension	M	Creation of local cruising network in east London. Will provide link to proposed canal within the Newham Arc of Opportunity project and improve water borne freight and other sustainable transport opportunities.

COTSWOLD CANALS

CRITERIA	IMPACT	NOTE
NEED		
Economic	M	Potential to create employment and reduce trends for out commuting from Stroud District by acting as the catalyst for regeneration of brownfield sites. Will link the Upper Thames and market towns to the Cotswold Water Park creating the opportunity for rural regeneration. Possible long-term potential for water transfer from the River Severn to the River Thames and local supply within Stroud.
Social	L	Low deprivation in vicinity (wards within 2 miles – 72% mean corridor %age IMD rank; 0 wards in top 20% most deprived in England) but an opportunity exists to increase intellectual and physical access to the canals through interpretation, education, training, access for all provision, etc.
Market	H	Medium boating density on adjacent waterways (eg.c5,000 movements per year on Gloucester & Sharpness Canal). 2,370 BW boat owners live within 20 miles, but a new catchment area could be opened up around Swindon. Low local population (1991 census – 69,000) within 2 km catchment, given length of canal. Half hour drive time from Oxford (M40), Gloucester (M5) and Swindon (M4) offers opportunities for new tourist products through link with Cotswold Water Park. New catchment for boat ownership in Swindon area opened up. Long distance trails offer scope to grow market (Thames-Cotswolds-Severn link) and it will link six long distance paths.
Local support	M	Strong support amongst local communities, local and regional government, politicians and statutory agencies. Very active local Trust with over 4,500 members
SUSTAINABILITY		
Financial	M	Substantial funding commitments in place from both the voluntary and public sectors.
Environment & Heritage	H	Over 170 canal structures of primary or contributory heritage significance including Sapperton tunnel and the five roundhouses. Whole canal from Saul to Daneway resides within the Stroud Industrial Heritage Conservation Area; the central section of the canal passes through the Cotswold AONB. Potential for landscape improvements beside the canal. Opportunity to restore and create habitats and enhance biodiversity through innovative environmental management. Conservation Management Plan in place 2004.
Technical feasibility	M	No insuperable engineering constraints, but cost of works high. Land assembly required particularly for Thames & Severn Canal. The canal is included in the Environment Agency's National Water Resources Strategy to potentially provide a transfer route for public water supply by 2025.
NETWORK		
Pressure valve	H	Creation of new marina development opportunities – alternative location for boating base to popular Braunston/Napton area and Kennet & Avon Canal.
Network extension	H	Direct broad canal link between upper Thames and Midlands canal network via. Gloucester & Sharpness Canal. Part of proposed Wessex Waterways Ring.

DROITWICH CANALS

CRITERIA	IMPACT	NOTE
NEED		
Economic	M	Relatively low unemployment in the corridor (wards within 2 miles: 66% mean corridor employment IMD %age rank; 0 wards in top 20% most deprived in England). Creates short break route adding to product range of existing local boat hire bases and tourism potential of Worcester and Droitwich.
Social	M	Within area of relatively low deprivation.
Market	M	Median levels of boat traffic on adjacent waterways (4,000 boat movements per year Worcs & Birmingham Canal; c8,000 boat movements per year R.Severn). Opportunities to develop moorings close to areas of high demand. Relatively small local population catchment within 2 km (1991 census – 32,000). Creates short break cruising ring for existing hire bases and further choice for moorers.
Local support	H	High local public and political support including local authorities and other local and regional statutory bodies and agencies.
SUSTAINABILITY		
Financial	H	Substantial funding from Local Authorities in place and stage 1 approvals from AWM and HLF secured.
Environment & Heritage	M	Conservation of one of the oldest and one of the newest canals juxtaposed with remnants of the salt industry creating opportunities for interpretation and education. Conservation of canal structures. Barge Canal passes through Scheduled Ancient Monument in Droitwich Town Centre, scheduled for it's salt production remains. Net increase in reedbed habitat planned through the scheme (priority within Worcestershire BAP). Conservation Plan produced and consulted upon, Biodiversity Action Plan prepared and EIA being undertaken.
Technical feasibility	H	Restoration feasible and majority of the canal is in the ownership of the Partners. Key issues are associated with canalisation of a short section of river and tunnelling beneath the A449. Possible water supply issues due to need to supplement supply from existing BW network.
NETWORK		
Pressure valve	M	Limited need to reduce navigational pressures on neighbouring waterways. However will provide opportunities for developing additional moorings both online and through potential offline marina devlopments.
Network extension	M	Creation of new link and cruising rings in local network.

FENS WATERWAYS LINK

CRITERIA	IMPACT	NOTE
NEED		
Economic	H	£14m per annum in revenue generation is expected when the scheme is completed, through increases in boating visitors and those attracted to the waterside. Construction of the waterway together with ongoing maintenance will generate employment in the area. 1750 full-time equivalent direct jobs will be generated with an 80/20% split in favour of the local area workforce.
Social	M	Will help retain and establish rural services. Some areas of deprivation in vicinity (wards within 2 miles – 46% mean corridor IMD %age rank; 7 wards in top 20% most deprived in England).
Market	H	The Link will provide a new inland navigation link connecting the BW broad beam navigations of the Trent, Fossdyke and Witham with the River Nene, which in turn connects with the Ouse, Middle Levels and the Grand Union Canal. If the Bedford & Milton Keynes Waterway is successful the Fens Waterways Link will connect these waterways and bring additional benefits. It will be an important sport and recreational resource, contributing to the health and well being of local communities. It will be a tourism asset in its own right, providing a connection between existing and new attractions and will link urban and rural areas. It will support the holiday industry by creating opportunities for water based activities. It will provide a local and regional transport route and act as a water-borne transport corridor for people and freight.
Local support	H	Being promoted by Environment Agency and local authorities. Strong community, local and regional political support. Scheme promoted by regional strategic partnership. The Link is encompassed in draft local authority plans both as a route and for development potential i.e. marinas in Peterborough and Boston.
SUSTAINABILITY		
Financial	H	Lincolnshire County Council has £9.7m set aside for the development of waterways in Lincolnshire, of which the Link is part. £900k revenue already acquired for promoting link and providing facilities to assist with promotion.
Environment & Heritage	H	Possible creation of new wetland habitat working with RSPB and others. Contribute to the diversity of the natural environment by sustaining habitats and supporting rare species. Contribute to open space provision. Provide a resource for water supply and land drainage Form a unique heritage, cultural, educational landscape and environmental asset.
Technical feasibility	H	A major study has been undertaken to assess the technical feasibility of the route. Extensive engineering works will need to be carried out to create the link, but these works are not considered technically difficult. A full Strategic Appraisal has been undertaken including consultation with 600 key stakeholders. A basic water resource study has been produced, showing there is enough water available for the scheme. It has been identified that the link presents an opportunity for wider water resource management.
NETWORK		
Pressure valve	L	Limited opportunities to reduce recreational pressures elsewhere.
Network extension	H	Strategic route between East Midlands / Lincolnshire and Fens / Cambridge / Bedford. Creation of broad beam canal link between Thames and Humber estuaries, provided Bedford & Milton Keynes Waterway is also completed.

GRANTHAM CANAL

CRITERIA	IMPACT	NOTE
NEED		
Economic	L	Unemployment in the area is currently low. However the scheme will encourage agricultural diversification.
Social	M	Low deprivation in vicinity (wards within 2 miles – 63% mean corridor IMD %age rank; 0 wards in top 20% most deprived in England). Potential ethnic minority involvement (1991 census: 7% of 2 km population catchment, particularly in Nottingham). Broad towpath gives opportunities for multi-use & access for all initiatives.
Market	H	Median boating density on adjacent River Trent (c5,000 movements per year). 4,200 BW boat owners live within 20 miles. Relatively high population within 2 km catchment – mainly due to proximity to Nottingham (1991 census – 97,000). However canal passes through an entirely rural area.
Local support	H	Local political support.
SUSTAINABILITY		
Financial	M	Not in a development area, although within 2 km of 6 Ob.2 wards in Nottingham. Early positive feedback from local authorities. Potential of developer contributions from possible extensive new developments in Nottingham urban fringe.
Environment & Heritage	H	Opportunity to enhance wetland through sound environmental management of rural corridor. Canal heritage will be secured and opened up.
Technical feasibility	M	No insuperable engineering constraints. All in BW ownership, but construction of new link to River Trent will be costly. Back-pumping from River Trent likely to be necessary.
NETWORK		
Pressure valve	M	Creation of new marina development opportunities, to provide moorings for boats on River Trent as well as on the canal.
Network extension	M	Creates additional 33 miles of cruising with destinations in the attractive rural vale of Belvoir.

LICHFIELD CANAL

CRITERIA	IMPACT	NOTE
NEED		
Economic	H	Unemployment in the corridor relatively low (wards within 2 miles: 63% mean corridor employment IMD %age rank; 1 ward in top 20% most deprived in England). However the scheme will open up boating activity on the northern reaches of the BCN network, which passes through areas of high unemployment.
Social	M	Deprivation in vicinity is not particularly high (wards within 2 miles – 65% mean corridor IMD %age rank; 2 wards in top 20% most deprived in England).
Market	H	Boat traffic density on the Coventry Canal is quite high (c7-8,000 movements per year), whereas it is low on the BCN system (c1-2,000 movements per year). Relatively high local population catchment within 2 km (1991 census – 65,000).
Local support	H	Local political support.
SUSTAINABILITY		
Financial	L	Funding sources uncertain.
Environment & Heritage	M	Conservation of lock flights. Environmental improvement in the urban fringe of Birmingham.
Technical feasibility	M	Although need to resolve road crossings are a constraint, the construction of an aqueduct across the M6 toll has been completed. Fragmented land ownership. Potential water supply problems – more detailed investigation required. However, it would provide a more effective route for transferring water from the BCN to the Trent & Mersey Canal.
NETWORK		
Pressure valve	M	Will provide opportunities for developing additional moorings in the area.
Network extension	H	Will open up access to the northern BCN system.

LIVERPOOL LINK

CRITERIA	IMPACT	NOTE
NEED		
Economic	H	Employment through regeneration of the Leeds & Liverpool Canal / North Docks / Liverpool Link / South Docks corridor – wards within 2 miles – 1% mean corridor employment IMD %age rank; 14 wards in top 20% most deprived in England). Possible opportunity to provide flow attenuation and flood routing for new developments.
Social	H	High deprivation in vicinity (wards within 2 miles – 2% mean corridor IMD %age rank; 14 wards in top 20% most deprived in England). Potential ethnic minority involvement (1991 census: 9% of 2 km population catchment.). Need to overcome security issues for users.
Market	H	Although boating density on the connecting stretch of the Leeds & Liverpool Canal is low (less than 100 movements per year), the scheme will animate the water space within the South Docks through developing new forms of boating activity. The South Docks complex is already a major city centre visitor attraction, which will be further developed from a recreational point of view by the new link.
Local support	H	Local political support.
SUSTAINABILITY		
Financial	H	High likelihood of securing funding from Liverpool Vision and EU Ob.1 sources.
Environment & Heritage	H	Potential to animate the water space within the historic South Docks complex (esp. Albert Dock) and positively contribute to the setting of Liverpool's waterfront (a proposed World Heritage Site). Scheme will contribute to major regeneration and public realm work.
Technical feasibility	H	No insuperable engineering constraints, but additional water supply will have to be secured.
NETWORK		
Pressure valve	L	Limited need to reduce visitor pressure on local waterways.
Network extension	H	Extends the network through Liverpool. Will help encourage boating on the under-used Liverpool section of the Leeds & Liverpool Canal.

MANCHESTER, BOLTON & BURY CANAL

CRITERIA	IMPACT	NOTE
NEED		
Economic	H	Unemployment in the corridor is relatively high (wards within 2 miles: 23% mean corridor employment IMD %age rank; 15 wards in top 20% most deprived in England). High regeneration potential particularly along the course of the canal in Salford. Also town centre regeneration potential in Bury and Radcliffe. In known area of high flood risk – opportunity to provide flow attenuation and flood routing benefits for existing and new developments adjacent to the canal route.
Social	H	Passes through an area of relatively high deprivation (wards within 2 miles – 25% mean corridor IMD %age rank; 16 wards in top 20% most deprived in England). Potential ethnic minority involvement (1991 census: 4% of 2 km population catchment.).
Market	H	Boat traffic on adjacent BW waterways at median levels – Bridgewater Canal is relatively well used. Traffic levels on the canals through Manchester are currently low, but expected to grow as the impacts of the Huddersfield Narrow and Rochdale restorations take effect. Relatively high local population catchment within 2 km (1991 census – 153,000), suggesting local use potential is high.
Local support	M	Local political support, but realistic scheme is of relatively recent origin. Active canal society.
SUSTAINABILITY		
Financial	H	Funding sources uncertain, but within Ob.2 area. RDA showing interest. Private finance from adjacent developments will be essential.
Environment & Heritage	M	Creation of new urban green corridor, with range of habitats and landscapes. Will secure historic features on the canal – tunnels, aqueducts and lock flight.
Technical feasibility	M	Restoration feasible, although much of route through Salford is built upon or infilled. Fragmented land ownership, except for stretches still owned by BW. Possible water supply difficulties will have to be overcome – resource assessment underway.
NETWORK		
Pressure valve	L	Limited need to reduce navigational pressures in the area, given recent restorations.
Network extension	M	Creation of additional cruising opportunities in Manchester area.

MONMOUTHSHIRE & BRECON CANAL (SOUTHERN SECTION)

CRITERIA	IMPACT	NOTE
NEED		
Economic	H	Unemployment within the canal corridor remains relatively high especially given the recent closure of Corus and the Pantag Steel Works in the City and County of Newport and Cwmbran. Development master plans are being developed for central Newport and the town centre of Cwmbran, which includes the regeneration of the canal. The Monmouthshire & Brecon Canal regeneration partnership recognises the potential of the waterway corridor to draw additional visitors to the area, which is recognised as one of the most attractive natural and man-made landscapes in South East Wales including the Brecon Beacons National Park.
Social	M	Passes through some areas of high deprivation although overall IMD is relatively low.
Market	M	Medium level of boat traffic on cruiseway section of canal. Plans to increase the level of boating activities on the canal include a marina and inland cruising base on the River Usk at Newport, part of the master plan for the Development of Central Newport for sea going boats from the Bristol Channel and beyond.
Local support	H	High local political and community support, justified through two recent surveys carried out in Cwmbran and Newport, indicating 95% support for creating a complete navigable canal from Brecon to Newport and Cwmcarn on the Crumlin Arm. Regeneration of the canal is a commitment in the local authorities UDP plans.
SUSTAINABILITY		
Financial	M	Funding sources at present providing financial support to the regeneration of the canal include Landfill Tax Credits, Objective II, Interreg IIIb, Community First and direct investment from all the authorities partnering in the Monmouthshire & Brecon Canal Regeneration Partnership.
Environment & Heritage	M	The canal corridor passes through a unique landscape which is both natural and scarred by the industrial revolution of the 19th Century, now recognised at Blaenavon which has recently been given World Heritage Status. The City of Newport has developed a strategy to restore the Fourteen Locks Flight (Ancient Monument Status) on the Crumlin Arm which is associated with the restoration works already underway between Newport and Cwmbran including a corridor study being undertaken on the western section of the Crumlin Arm.
Technical feasibility	M	Restoration is achievable, although there are road crossing issues in the Cwmbran area and water supply issues linked to improved management of the available water.
NETWORK		
Pressure valve	L	Completing restoration will help reduce the already increasing pressure for moorings and recreational activities on the cruiseway section of the canal owned by BW.
Network extension	M	Creating a complete waterway as existed in the 19th Century will provide an extension to the inland waterways cruising routes to Newport, Cwmcarn and to the inland cruising system of England through Bristol to the Kennet & Avon and Sharpness to the Gloucester and Sharpness canals. The planned marina at Newport will provide safe moorings for coastal cruising to the West Country, Ireland and beyond.

MONTGOMERY CANAL

CRITERIA	IMPACT	NOTE
NEED		
Economic	M	Unemployment in the corridor is currently low. However the scheme will encourage agricultural diversification and rural tourism initiatives.
Social	M	Low deprivation in vicinity (wards within 2 miles – IMD index comparable with Grantham Canal and Northern Reaches). However, integration of the rural community is a central theme of the restoration's corridor approach.
Market	H	Very high boating density on adjacent Llangollen Canal (c12,000 movements per year). 2,000 BW boat owners live within 20 miles. Low rural population within 2 km catchment (1991 census – 12,000). Increases in navigation will have to be introduced within a sustainable management framework. However, there is potential for a wide range of tourist activity within the canal corridor, facilitated by the restoration.
Local support	H	Local political support and funding. Restoration being achieved on incremental basis. Strong voluntary support from canal society.
SUSTAINABILITY		
Financial	M	European funding possible especially targetted at the unique aspects of the restoration. Funding from Welsh sources such as WDA possible. HLF funding commitment likely following a successful conclusion to the conservation management strategy which they have supported.
Environment & Heritage	H	The canal is highly valued for biodiversity and built heritage. The conservation management strategy approach will create a uniquely sustainable experience with protection of and positive benefits to these special interests integrated into increased use of the wider corridor.
Technical feasibility	H	No insuperable engineering constraints. All in BW ownership. Water supply is protected by the Montgomery Canal Act and operating agreement with the Environment Agency.
NETWORK		
Pressure valve	M	Potential to relieve boating pressures on the Llangollen Canal, although this is tempered through need to take account of ecological considerations.
Network extension	H	Creates additional cruising with destinations in attractive countryside in rural Wales.

NORTHERN REACHES, LANCASTER CANAL

CRITERIA	IMPACT	NOTE
NEED		
Economic	M	Unemployment in the area is currently low, but the scheme will have a positive local impact in Kendal. The area was badly hit by Foot and Mouth Disease and the scheme will encourage agricultural diversification. Opportunities to provide land drainage, flow attenuation and flood routing benefits for new residential and commercial developments along the route.
Social	L	Low deprivation in vicinity (wards within 2 miles – 63% mean corridor IMD %age rank; 0 wards in top 20% most deprived in England).
Market	H	High boating density on central sections of Lancaster Canal (up to c9,000 movements per year) and rapid growth of boat ownership. 1,200 BW boat owners live within 20 miles. Potential for attracting boatowners from Lake Windermere. Low local population within 2 km catchment (1991 census – 31,000). However high tourist potential from visitors to the Lake District and adjacent AONBs.
Local support	H	Local political support. Active restoration / canal society.
SUSTAINABILITY		
Financial	M	Interest expressed by RDA. Funding already committed for feasibility studies. Newly established Rural Enterprise Zone offers scope for further funding.
Environment & Heritage	H	Opportunity to enhance varied scenic landscapes through sound environmental management of rural corridor. Canal heritage will be secured and opened up.
Technical feasibility	M	No insuperable engineering constraints. Partly in BW ownership – limited land assembly elsewhere. However potential problems with water supply.
NETWORK		
Pressure valve	H	Creation of new marina development opportunities to relieve pressure from growth in demand on cruising stretch of Lancaster Canal. Opening of Ribble Link has increased demand. Relief of visitor pressure on Lake District by development of new attraction at the gateway to the Lakes.
Network extension	H	Extension of cruising opportunities on the Lancaster Canal to visitor destination in Kendal.

RIVER CARRON NAVIGATION

CRITERIA	IMPACT	NOTE
NEED		
Economic	H	Encourage regeneration of the Grangemouth Docks area.
Social	L	Limited impact on deprivation likely, due to localised nature of the scheme.
Market	H	Will improve passage to and from the Forth & Clyde Canal. Moorings could be provided for sea-going craft using the Firth of Forth (an area of shortage).
Local support	H	Support for improving access to Forth & Clyde Canal.
SUSTAINABILITY		
Financial	M	Potential to secure funding – Scottish Executive priority.
Environment & Heritage	M	May help clean up environment of Carron estuary, through dealing with problems caused by sewage discharges.
Technical feasibility	H	Canalisation likely to be straightforward. Type of navigational improvements still being investigated. Initial funding for early feasibilty studies has been agreed.
NETWORK		
Pressure valve	L	Unlikely to be significant in reducing recreational pressures elsewhere.
Network extension	H	Will improve passage to and from the Forth & Clyde Canal, thus potentially increasing use of the canal for through passages.

RIVER LEVEN

CRITERIA	IMPACT	NOTE
NEED		
Economic	H	High unemployment in the area. Will encourage boat and tourism traffic to the river corridor, linking to the newly-established Loch Lomond National Park and the Gateway Centre at Balloch.
Social	H	Relatively high deprivation in vicinity (wards within 2 miles – 35% mean corridor IMD %age rank; 6 wards in top 20% most deprived in Scotland).
Market	H	Potential for high levels of boat use, given possibility of passage between Loch Lomond and the R.Clyde / Forth & Clyde Canal. Potential stop-off point for tourists and day trippers between Glasgow and the West Highlands.
Local support	M	Project in early stages. Therefore local support difficult to gauge. However project is included in Scottish Executive's 'Scotland's Canals: An Asset for the Future' paper.
SUSTAINABILITY		
Financial	M	Potential to secure funds.
Environment & Heritage	L	Possible adverse environmental impacts will require sensitive design and management.
Technical feasibility	M	Restoration feasibility still to be determined, but likely to be possible.
NETWORK		
Pressure valve	L	Some need to reduce navigational pressures on Loch Lomond. However it may encourage additional boats to visit the Loch.
Network extension	H	Creation of destination for boats using the Forth & Clyde Canal.

ST. HELENS (SANKEY) CANAL

Criteria	Impact	Note
NEED		
Economic	H	High regeneration potential – mostly within EU Ob.1 area. Potential to alleviate some local flooding issues.
Social	H	High potential for impact on deprivation (wards within 2 miles – 23% mean corridor IMD %age rank; 28 wards in top 20% most deprived in England).
Market	M	It may be difficult to encourage large-scale boating use of the canal because the canal is isolated from the rest of the network, except via the tidal waters of the Mersey estuary. However large local population means that recreational use of the towpath is likely to be high – provides focus for Sankey Valley Park. Also pre-feasibility study for new link to Leeds & Liverpool Canal has been undertaken.
Local support	M	Local political support and active canal society.
SUSTAINABILITY		
Financial	M	Good potential to secure funding, although in competition with other more advanced projects within region. Detailed feasibility study proposed, may include link to the Leeds & Liverpool Canal.
Environment & Heritage	H	Secures wetland resource. Will secure heritage of the canal- historically the original Sankey Navigation (1757) was the first canal constructed in England during the 18th Century Canal Age.
Technical feasibility	M	Stretches of the canal have been restored by the canal society / Groundwork / local authorities. No insuperable engineering obstacles, provided sufficient water supply can be secured.
NETWORK		
Pressure valve	L	Unlikely to be significant in reducing recreational pressures elsewhere.
Network extension	L	Isolated waterway with link through tidal waters to rest of network, new link to Leeds & Liverpool Canal would address this.

WENDOVER ARM

CRITERIA	IMPACT	NOTE
NEED		
Economic	L	Limited potential for regeneration in area of low unemployment.
Social	L	Limited impact on deprivation, due to low levels of deprivation in vicinity of canal (wards within 2 miles – 91% mean corridor IMD %age rank; 0 wards in top 20% most deprived in England).
Market	H	Attractive waterway adjacent to a well-used stretch of the Grand Union Canal. Provides access to the popular walking / mountain biking areas of the Chilterns and the Ridgeway long distance trail.
Local support	M	Originally opposition locally but support is growing with strong support from local canal society and volunteers.
SUSTAINABILITY		
Financial	M	Limited potential to secure funding. However it may be possible to take elements forward using voluntary contributions with some relatively minor third party gap funding.
Environment & Heritage	M	Restoration will need to be carried out sensitively to ensure no overall adverse environmental impacts improvements where practicable. Will secure heritage of the canal.
Technical feasibility	H	Restoration is straightforward from an engineering point of view. Historic leakage and water supply problems should be remedied through restoration works. Issues relating to the raising of water levels need to be overcome.
NETWORK		
Pressure valve	M	Potential to reduce water losses in respect of supply to the Grand Union Canal main line.
Network extension	M	Will create additional attractive destination on the Grand Union Canal.

WILTSHIRE & BERKSHIRE CANAL

CRITERIA	IMPACT	NOTE
NEED		
Economic	M	Unemployment in the corridor low (wards within 2 miles: 78% mean corridor employment IMD %age rank; 2 wards in top 20% most deprived in England). However canal passes through a largely rural area and the scheme will help further agricultural diversification. Potential to help improve and support market towns and villages along the route eg. Cricklade, Melksham. Considerable potential linking restoration with Swindon expansion.
Social	L	Overall deprivation in vicinity is low, although there are local problems in Swindon (wards within 2 miles – 71% mean corridor IMD %age rank; 2 wards in top 20% most deprived in England). Scheme will help retain services in rural area.
Market	H	Boat traffic on adjacent waterways at median levels (eg. c3-4,000 boat movements on Kennet & Avon Canal). However opportunities to develop moorings on the canal to boost traffic levels. Also creates critical mass for substantial local network, with Cotswold Canals / Kennet & Avon Canal / River Thames. Relatively high local population catchment within 2 km (1991 census – 119,000). This is concentrated in Swindon area and the rural stretches are relatively less densely populated. Not in a well-known tourist area, unlike the Cotswold Canals, although this gives opportunities for creating new tourism businesses. Potential to link Upper Thames with the Cotswold Water Park and Swindon.
Local support	H	Local political support. Well established partnership with local authorities etc. Some reluctance from land owners.
SUSTAINABILITY		
Financial	L	Funding sources uncertain, given likely demands of the Cotswold Canals restoration.
Environment & Heritage	M	Creation of new wetlands – especially with Cotswold Water Park and Cotswold Canals restoration. Conservation of locally important structures, creation of new habitats. Potential for solving drainage issues on developments in the Swindon area and Melksham already being demonstrated.
Technical feasibility	M	Complex and large scale restoration, although feasible from an engineering point of view. Fragmented land ownership. Water supply reliant on Cotswolds.
NETWORK		
Pressure valve	M	Will provide relief to growing pressures on the Kennet & Avon Canal in particular.
Network extension	H	Creation of new canal cruising network, linking the Cotswold Canals / Kennet & Avon Canal/ River Thames.

Note: Because of the complexity of the scheme, we feel that it is unlikely that the whole canal will be re-opened by 2025.

This document contains our plans for our waterway network over the next 20 years, based on current information and knowledge. We have no control over the external environment, and recognise that as circumstances do change we may have to adapt these plans.

Crown Bankers, Orchard Cartel

British Waterways

RESTORATION WATERWAY MAP

RESTORATION KEY
Priority One projects
Priority Two projects
Priority Three projects
Managed by British Waterways
Other ANA Waterways
SCALE
0 50 100 Miles
For further information please contact:
British Waterways Customer Service Centre
Willow Grange Church Road Watford WD17 4QA
T 01923 201 120 F 01923 201 400
E enquiries.hq@britishwaterways.co.uk
Find out about BW: www.britishwaterways.co.uk
Discover the best of the UK's waterside with waterscapes.co.uk
Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright and/or database rights reserved. Licence number LAN 100021242
The restoration waterways managed by members of the Association of Inland Navigation Authorities (AINA) as well as BW's current planned restoration and backlog projects. There are other inland waterways that have not been included due to the limitations of the detail and scale of BW Customer Service Centre's base cartography.
© British Waterways 2009
LOCH EIL
LOCH LINNHE
CALEDONIAN CANAL
LOCH NESS
LOCH OICH
LOCH LOCHY
LOCH SHIEL
LOCH LOMOND
LOCH KATRINE
LOCH ARD
LOCH VENNACHAR
LOCH ACHRAY
LOCH CHON
LOCH DOON
LOCH RYAN
LOCH LOWES
LOCH ETTRICK
LOCH SKENE
LOCH MABEN
LOCH FLEET
LOCH BRORA
LOCH SHIN
LOCH NAN CLACHAIG
LOCH MORAR
LOCH EIL
LOCH LINNHE
CALEDONIAN CANAL
LOCH NESS
LOCH OICH
LOCH LOCHY
LOCH SHIEL
LOCH LOMOND
LOCH KATRINE
LOCH ARD
LOCH VENNACHAR
LOCH ACHRAY
LOCH CHON
LOCH DOON
LOCH RYAN
LOCH LOWES
LOCH ETTRICK
LOCH SKENE
LOCH MABEN
LOCH FLEET
LOCH BRORA
LOCH SHIN
LOCH NAN CLACHAIG
LOCH MORAR
ANDERTON LIFT
ANDERTON BOATLIFT
MACCLESFIELD CANAL
PEAK FOREST CANAL
ASHTON CANAL
ROCHDALE CANAL
HUDDERSFIELD NARROW CANAL
HUDDERSFIELD BROAD CANAL
CALDER & HEBBLE NAVIGATION
SELBY CANAL
AIRE & CALDER NAVIGATION
LEEDS & LIVERPOOL CANAL
LEEDS & LIVERPOOL CANAL
LEEDS & LIVERPOOL CANAL